

The China Mail.

THE HONGKONG CHINESE MAIL.
報日字華港
HONGKONG WU TAI PAI P.O.
ISSUED DAILY.
CHINESE MAN.
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, delivered in the
Hong Kong, Singapore, \$11.40 per annum,
including postage.

OUR JOURNAL DEPARTMENT
HAVING BEEN REPLEN-
ISHED with a large as-
ortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

Established February, 1845.

No. 10, LGS

號四十九月九年五十九百八千一英

HONGKONG, SATURDAY, SEPTEMBER 14, 1895.

日六廿月七年未乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALLEN, 11 & 12, Clement's Lane, London N.W. E.O. GORDON & CO., 30, Cornhill, GORDON & CO., 37, Wallbrook, E.C. 4. SAMUEL DRAKE & CO., 180 & 184, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.
PARIS AND EUROPE:—MAYNARD, FAY & Co., 18, Rue de la Grange Bateliere.
NEW YORK:—J. STEWART HAYES, The Chinese Evangelist Office, 52, West 22d Street.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.
CEYLON:—W. M. SMITH & Co., The Apothecaries Co., Colombo.
SINGAPORE, STRAITS, &c.:—KELLY & WAUGH, Ltd., Singapore.
CHINA:—MAO, A. A. DA CRUZ, Amoy, N. MOORE & Co., Ltd., Foochow, HONG & Co., Shanghai, LAKE, ORAW, FORD & Co., and KELLY & WAUGH, Yokohama, LAKE, ORAWFORD & Co., and KELLY & Co.

Notice of Firm.

NOTICE.

MR. THOS. H. REID is authorized to sign my name in connection with the business of the "CHINA MAIL" Office.
GEO. MURRAY BAIN.
July 1, 1895. 1214

Banks.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
RESERVE FUND, £1,125,000.
PAID-UP, £562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.

On NEW FIXED DEPOSITS:—
For 12 Months, 4 1/2 %
For 6 Months, 4 %
For 3 Months, 3 1/2 %
Deposits Reviewed on Old Terms.

JOHN THURBURN,
Manager, Hongkong.
Hongkong, August 2, 1895. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$5,500,000.
RESERVE LIABILITY OF \$10,000,000.
PROFITABLE.

COURT OF DIRECTORS:—
J. KRAMER, Esq., Chairman.
Hon. A. McCORMACK, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., S. C. Michaelson, Esq., G. B. Dalwell, Esq., D. R. Sassoon, Esq., M. D. Ezekiel, Esq., N. A. Siebs, Esq., R. M. Gray, Esq., N. A. Siebs, Esq.

CHIEF MANAGER:—
HONGKONG:—T. JACKSON, Esq.

MANAGER:—
Shanghai:—H. M. BEYER, Esq.
LONDON BANKERS:—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS:—
For 3 months, 3 1/2 % per annum.
" 6 " 4 " " "
" 12 " 4 1/2 " " "

T. JACKSON,
Chief Manager.
Hongkong, August 10, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed in FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... £900,000
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000
RESERVE FUND ... £325,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily balances.

On Fixed Deposits for 12 months 4 1/2 %
" 6 " 4 %
" 3 " 3 1/2 %

T. E. SANSON,
pro. Manager, Hongkong.

Hongkong, August 1, 1895. 846

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £600,000.

HEAD OFFICE:—HONGKONG.

Court of Directors:—
H. S. BLOOMFIELD, Esq., CHOW TUNG SUAN, Esq., KWAY HOI CHUNG, Esq., CHOW TUNG SUAN, Esq., W. F. PLAYFAIR, Esq.

Interest on 12 months Fixed 4 1/2 %
Hongkong, October 23, 1894. 1711 1678

Business Notices.

JANE CRAWFORD & CO.

FOR SALE.

\$5.00 each BLACK STRUNG TENNIS BATS \$5.00 each
\$5.00 " SPECIAL HANDLE BATS \$5.00 "
\$5.00 " FISH TAIL HANDLE BATS \$5.00 "
\$4.00 " L. C. & Co.'s SPECIAL BATS \$4.00 "
AYRE'S CHAMPIONSHIP BALLS.
WIMBLEDON
TENNIS POLES, NETS, BAT PRESSES, &c.
FOOTBALLS, BOXING GLOVES.
SHIN GUARDS, SINGLE STICKS.
FENCING FOILS AND MASKS.
FOWLING PIECES, SALOON RIFLES.
COLT'S REVOLVERS, SMITH & WESSON'S REVOLVERS.
MATCH RIFLES, &c., &c.
Hongkong, September 13, 1895. 1699

W. BREWER.

CHEAP COMMERCIAL ENVELOPES,
\$1.75 ... per 1000.
NEW SHIPMENT.
THE POPULAR EGYPTIAN CIGARETTES.
ENJOYMENT.
THE FINEST QUALITY TOBACCO IN THE MARKET.
WALTER W. BREWER,
Under Hongkong Hotel.

Hongkong, September 7, 1895. 1664

H-KONG TRADING CO.

WE ARE NOW RECEIVING OUR
NEW GOODS

FOR AUTUMN WEAR.

By each incoming Mail

Nos. 1 to 5, D'AGUIAR STREET,
And Under HONGKONG HOTEL.

1685

"Johannis"

The King of Natural Table Waters.

SUPPLIED BY TO HER MAJESTY THE QUEEN.

Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with Wines, Spirits, Milk, Fruit Syrups and Lime Juice.

SOLE AGENTS for South China and Philippines, WATTS & Co.,
Ice House Street, Hongkong.

1121

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR STEAMSHIP DATE REMARKS.

SHANGHAI ... About 22nd Sept. ... Freight or Passage.

SHANGHAI AND KOBÉ ... About 23rd Sept. ... Freight or Passage.

LONDON, &c. ... Noon, 26th Sept. ... See Special Advertisement.

JAPAN ... Noon, 27th Sept. ... Freight or Passage.

LONDON (Direct) ... 30th September ... Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, ALF. WOOLLEY, Acting Superintendent.

Hongkong, September 14, 1895. 1708

The Monsoon is breaking, and the Exodas from the Peak will soon commence.

THE

HONGKONG HOTEL

is ready to receive

ALL WHO LIKE COMFORT.

1682

"Aquarius."

IT is gratifying in these days of typhoid to come across a really pure and palatable Table Water. "AQUARIUS" is such and curiously enough hails from the thim, its birth-place being Shanghai. "AQUARIUS" is so popular in China that it is proposed to open an Agency in London. We have tried it ourselves—with Whisky—and found it admirable.

SPORTING TIMES.—3rd August, 1895.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
23, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.

LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

W. JACKSON, Manager.

1677

THRIFTS ENAMEL COMPOSITION,

FOR IRON-WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.

ITS ADVANTAGES ARE:—

Has good covering powers. One coat is sufficient. Applied as ordinary paint and dries in a few minutes. Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences. Invaluable for lower holds and bunkers. Presents a highly polished surface of a bright red colour.

Sole Agents for China and Japan, WATTS & Co.

1677

ISLE OF SKYE WHISKY.

THIS FINE OLD HIGHLAND WHISKY is Blended and Matured in Sherry Wood.

\$12.00 ... per 1 dozen bottles.

5 % DISCOUNT FOR CASH.

Sole Agent:—H. EUTTONJEE

Hongkong, September 6, 1895. 1666

WILKINSON'S

ESSENCE OF FLUID EXTRACT OF RED JAMAICA

SARSAPARILLA

Pronounced by the HIGHEST MEDICAL AUTHORITIES the most

WONDERFUL PURIFIER OF HUMAN BLOOD

The Safest and most Reliable Remedy for TORPID LIVER, DEBILITY, Eruptions, POORNESS OF BLOOD, &c.

Indisputable Evidence.

"I cannot speak too highly of this medicine."

"I recommend your 'Red Jamaica' as the only preparation for purifying the blood which I have ever used."

"I am never without it, when feeling depressed or out of sorts from acidity or indigestion, or when I have a cold or influenza."

"Your 'Sarsaparilla' has cured me of a terrible skin disease, and I have never since had a relapse."

"I have tried many other medicines but failed—'Sarsaparilla' alone cured me."

HONGKONG: DAIN, CHICKENLAW & Co., A. S. WATSON & Co., &c.

1677

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP.

It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS AND CAKES. VINOLIA CREAM (For Tinting, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

VINOLIA CREAM (For Tinting, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

1677

Apollinaris

"THE QUEEN OF TABLE WATERS."

"First in Purity."

BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."

MORNING ADVERTISER.

SOLE AGENTS: CARLOWITZ & CO.

HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Business Notices.

W. POWELL & Co.

NEW GOODS.

LADIES' GENTLEMEN'S AND CHILDREN'S BOOTS AND SHOES.

W. POWELL & Co.

Hongkong, September 14, 1895. 1707

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 16th day of September, 1895, at 3 o'clock p.m., on the Premises,—

THE VALUABLE LEASEHOLD PROPERTY,

being Nos. 49, 51, 53, 55 and 57, PEEL STREET, Nos. 29, 31, and 33, BRISTOL STREET, and Nos. 1, 2, 3, 4, 5, 6, 7 and 8, GOSWOLD LANE, Victoria, Hongkong, and registered in the LAND OFFICE, as INLAND LOT No. 101.

For Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER, Solicitors, Supreme Court House, or to the Undersigned, J. M. ARMSTRONG, Auctioneer.

Hongkong, August 29, 1895. 1684

Intimations.

NOTICE.

THE Undersigned, CONSUL-GENERAL of the NETHERLANDS in SOUTH CHINA, is prepared to PAY A REWARD of any Person who will give information leading to the conviction of those who Import FALSE COINS into NETHERLANDS INDIA and to the seizure of these False Coins by the Dutch Authorities.

This REWARD will be FIFTY PER CENT. of the intrinsic value of the False Coins seized.

Hongkong, September 13, 1895.

F. J. HAVER DROEZE, Office: WYNDHAM STREET, No. 3. 1700

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General Meeting of the above Company will be held at the Office of the Company, No. 18, BAKER STREET, Queen's Road Central, Hongkong, on MONDAY the 30th day of September, 1895, at twelve o'clock Noon, when the Subjoined Resolution will be proposed:—

"That the Capital of the Company be reduced from \$1,500,000 divided into 80,000 shares of \$20 each to \$1,200,000 divided into 60,000 shares of \$20 each, and that such reduction be effected by returning to the holders of the 20,000 shares which have been issued capital to the extent of \$5 per share and by reducing the nominal amount of all the shares from \$20 to \$15."

Should the Resolution be duly passed it will be submitted for Confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the Thirtieth day of September, 1895.

By Order of the Board, C. TOMLIN, Acting Secretary.

1702

HONGKONG BUTCHERY AND COMMODORE STORE

WILL OPEN on the First of OCTOBER, at Nos. 11 and 13, Central Market.

J. TATAM, Late Steward, Mount Austin Hotel, Manager and Proprietor.

Hongkong, September 11, 1895. 1683

TO SHIPPERS AND SHIPPING FIRMS.

NOTICE is hereby given that the Old STEVEDORE FIRM of SAM YIK YUT KEE has no connection with the SAM YIK KAN KEE.

SAM YIK, Manager, Sam Yik Yut Kee.

Hongkong, September 11, 1895. 1688

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, 21st September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Account to 30th June, 1895.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 21st September, both days inclusive.

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, September 9, 1895. 1650

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Ninth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 28th Instant, at Twelve o'clock Noon, for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of Declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 28th Instant, both days inclusive.

By Order of the Board of Directors, W. H. RAY, Secretary.

Hongkong, September 1, 1895. 1603

Intimations.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the Club House on MONDAY, 18th September, 1895, at 4 p.m., for the Purpose of Confirming the Resolutions passed at the Extraordinary General Meeting held on the 29th ult.

By Order, C. H. GRACE, Secretary.

Hongkong, September 2, 1895. 1622

PERSEVERANCE LODGE OF HONGKONG, No. 1,105.

A Regular MEETING of the above LODGE will be held in the Freemasons' Hall, Zealand Street, on MONDAY, the 18th Instant, at 8.30 for 9 p.m. precisely. VISITING BROTHERS are cordially invited to attend.

Hongkong, September 10, 1895. 1684

LOCAL NOTICE TO MARINERS.

No. 2.

Rock on North Side of Channel inside the Lye-moon.

NOTICE is hereby given of the DISCOVERY, by the OFFICER in CHARGE of the Chinese Revenue Launch Kwunfung, of a SUBMERGED ROCK, the least depth of water on which at Low Water Spring Tide is 11 feet.

The Rock is situated on the North side of the Channel, about 750 yards North-west of the N.W. point of the inner entrance of the Lye-moon and about 320 yards from the point of land between Chong-lui and Yau-tong Bays on the Chinese Shore (Bick. Adm. Chart No. 1,468).

The following bearings were taken from the Rock:—

N.W. extremely of Lye-moon on the Chinese side, S. 44° E.

Kung An Point on the Hongkong side, S. 15° E.

CHONG LUI, S. 51° W.

N.B.—Vessels should not pass to the North or Chinese side of this Rock. The bearings are magnetic.

H. M. HILLIER, Acting Commissioner, Kowloon and District.

Canton House, Kowloon, 11th September, 1895. 1694

NOTICE TO MARINERS.

No. 236.

CHINA SEA.

SHANGHAI DISTRICT.

Kiutuan Small Beacon Light.

NOTICE is hereby given that, on or about the 1st October next, the present KIUTUAN SMALL BEACON LIGHT, which is a red fixed one, will be replaced by a Dioptric Operating Light of the Sixth Order, showing a fixed white light varied by three eclipses in every thirty seconds, thus:—

Light ... 20 seconds. ... 2 seconds. ... 2 seconds.

Eclipse ... 2 seconds. ... 2 seconds. ... 2 seconds.

The new Light will be exhibited at an elevation of 40 feet above high water from a mast placed 500 feet N. 47° E. magnetic, from the position of the present Light, and in clear weather it should be visible at a distance of 10 nautical miles.

The mast and keeper's huts will be painted white.

By Order of the Inspector General of Customs, A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 31st August, 1895. 1681

Notices to Consignees.

Entertainment.

WILLIARD OPERA COMPANY.

GRAND RE-OPENING NIGHT.

Tuesday, September 17.

LA CIGALE.

B. Plan at KELLY & WAHSE, Ltd.

PRICES AS USUAL.

Hongkong, September 13, 1895. 1008

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, BODEDDE, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Maria Teresa* having arrived, Consignees of Cargo are hereby informed that their Goods are hereby landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF and GODOWN CO., Ltd., whence delivery may be obtained.

This Vessel brings on Cargo:—From CALCUTTA, ex *s.s. Agila*, transhipped at COLOMBO, From TRIESTE, ex *s.s. Imperatrice*, transhipped at BOMBAY, From VENICE, ex *s.s. Carlotta*, transhipped at TRIESTE, From ODESSA, ex *s.s. Electra*, transhipped at PORT SAID, From ODESSA, ex *s.s. Euphrate*, transhipped at PORT SAID, From SUEZ, ex *s.s. Ceres*, transhipped at PORT SAID.

Optional Cargo will go on to SHANGHAI unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon of the 15th INSTANT, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th INSTANT will be subject to rent.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, September 13, 1895. 1696

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND STRAITS.

THE *S.S. Guildhall*, Captain Macdonald, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding their discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th INSTANT will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th INSTANT, at 3 p.m. No Fire Insurance will be effected.

SHEWAN & CO., Agents.

Hongkong, September 9, 1895. 1673

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *EPANDALE*, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, September 11, 1895. 1687

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th INSTANT will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th INSTANT, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th INSTANT, at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, September 14, 1895. 1705

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *VICTORIA*, FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, September 14, 1895. 1704

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of WILLIAM HOWELL FORBES and CHARLES ALEXANDER TOMES, Bankrupts.

NOTICE is hereby given, that a MEETING OF CREDITORS of WILLIAM HOWELL FORBES and CHARLES ALEXANDER TOMES will be held before the ACTING REGISTRAR of the said Court, on THURSDAY, the 20th day of September, 1895, at 12 of the clock at Noon precisely, for the purpose of declaring a third dividend.

Creditors who have not yet proved must do so on or before the said 20th day of September, 1895.

Dated this 11th day of September, 1895.

C. F. A. SANGSTER, Acting Registrar and Official Administrator.

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 9.

HOIHOW HARBOUR LIGHT.

NOTICE is hereby given that for the Present, and until Further Notice, the HOIHOW HARBOUR LIGHT should not be BELIEVED upon.

C. J. FINCE, Acting Harbour Master.

Approved: J. F. SCHONICKER, Commissioner of Customs.

Custom House, Kiungchow, 11th September, 1895. 1703

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's *S.S. Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 16th INSTANT, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, September 14, 1895. 1706

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Myrmidon*, Captain Brown, will be despatched as above on THURSDAY, the 19th INSTANT.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 14, 1895. 1711

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki), Wednesday, Sept. 18, at noon.

Yokohama (via Nagasaki), Tuesday, Oct. 8, at noon.

Pers (via Nagasaki), Saturday, Oct. 26, at noon.

City of Rio de Janeiro (via Nagasaki), Saturday, Oct. 26, at noon.

Kobe, Inland Sea and Yokohama.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 18th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by a trans-Atlantic line of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND TRIP in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; various forms supplied.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Suva Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 1, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 14, 1895. 1704

To-day's Advertisements.

SHIPPING.

ARRIVALS.

September 13.—

Tachion, British str., 862, R. Curtis, Bangkok September 8, and Koh-chang 5, General.—YEN FAT HONG.

Kutang, British steamer, 1,405, Geo. Payne, Calcutta August 28, Penang Sept. 4, and Singapore 7, Opium and General.—JARDINE, MATHESON & Co.

Loe Koh, British str., 1,020, J. B. Jackson, Bangkok September 8, and Koh-chang 7, Rice and Timber.—YEN FAT HONG.

September 14.—

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Monmouthshire, British steamer, 1,847, Evans, London August 3, and Singapore September 8, General.—DODWELL, CARLILL & Co.

Leiyuen, Chinese steamer, 610, Johns, Shanghai September 11, General.—C. M. S. N. Co.

Odenburg, German steamer, 3,465, R. Heintze, Shanghai September 12, Mail and General.—MELCHERS & Co.

Merfoo, for Canton.

Verona, for Singapore and Bombay.

Maria Teresa, for Shanghai.

Utari, for Nagasaki.

Siam, for Nagasaki.

Manila, for Shanghai.

Madaga, for Singapore.

Neslor, for Singapore and New York.

Cheng Hock Kien, for Amoy.

Phra Chai Chom Kien, for Swatow.

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Leiyuen, for Shanghai.

Tuon, for Canton.

Kutang, for Canton.

Vessels Advertised as Loading.

| Destination. | Vessels. | Agents. | Date of Leaving. |
|---|------------------------|-------------------------|---------------------|
| Baltimore. | Fred. P. Litchfield. | Melchers & Co. | Quick despatch. |
| Bombay & Port of Call. | Odenburg (s). | Norddeutscher Lloyd | Sept. 16, at 3 p.m. |
| Choofoo and Tientsin. | Kwoyung & Swire. | Butterfield & Swire. | September 18. |
| Choofoo and Tientsin. | Faping (s). | Carlswitz & Co. | Sept. 19, at 5 p.m. |
| Japan. | Annona (s). | P. & O. S. N. Co. | Sept. 27, at noon. |
| London, v. Suva, Oahu, Honolulu. | Glovershire (s). | Jardine, Matheson & Co. | About Sept. 20. |
| London, v. Suva, Oahu, Honolulu. | Myrmidon (s). | Butterfield & Swire. | About Sept. 20. |
| London & Ports of Call. | Khadira (s). | Holliday, Wise & Co. | About Sept. 17. |
| London & Ports of Call. | Carmanthorpe (s). | P. & O. S. N. Co. | Sept. 26, at noon. |
| London, B'g & A'w. | Carmanthorpe (s). | P. & O. S. N. Co. | About Sept. 22. |
| London. | Manila (s). | Villa, Lopez & Co. | Sept. 18, at 6 p.m. |
| Manila. | Amur (s). | Managers Martimo | Sept. 18, at noon. |
| Marseilles, v. Saigon. | Sydney (s). | Dodwell, Carlill & Co. | About Sept. 17. |
| Nagasaki, Kobe & Yokohama. | Monmouthshire (s). | Arnold, Karberg & Co. | Quick despatch. |
| New York. | P. N. Blanchard. | Carlswitz & Co. | Quick despatch. |
| New York. | Adam W. Spies. | Siemens & Co. | Quick despatch. |
| New York. | Sam Skidfield. | Siemens & Co. | Quick despatch. |
| New York. | Wandering Jew. | Siemens & Co. | Quick despatch. |
| New York. | Engelhorn. | Siemens & Co. | Quick despatch. |
| Port Darwin, etc. | Taihan (s). | Butterfield & Swire. | Sept. 19, at 3 p.m. |
| S. Francisco, v. Japan. | China (s). | Pacific Mail S. S. Co. | Sept. 18, at noon. |
| S. Francisco, v. Japan. | Belgia (s). | O. & O. S. N. Co. | Sept. 28, at noon. |
| San Francisco. | Lyndhurst. | Shewan & Co. | Quick despatch. |
| Sandakan and Kudat. | Memnon (s). | Butterfield & Swire. | September 17. |
| Shanghai. | Rosetta (s). | P. & O. S. N. Co. | About Sept. 22. |
| Shanghai v. Swatow. | Canton (s). | Jardine, Matheson & Co. | About Sept. 23. |
| Shanghai and Kobe. | Canton (s). | Jardine, Matheson & Co. | Sept. 17, at 4 p.m. |
| Shanghai and Kobe. | Figria (s). | Dodwell, Carlill & Co. | Sept. 17, at 4 p.m. |
| Shanghai, Suva, Oahu, etc. | Figria (s). | Dodwell, Carlill & Co. | Sept. 15, daylight. |
| Shanghai, Suva, Oahu, etc. | Namoa (s). | Shewan & Co. | September 18. |
| Vancouver (B.O.) & Esprance of Japan (s). | Esprance of Japan (s). | Shewan & Co. | September 18. |
| Victoria (B.C.), etc. | Mount Lebanon (s). | Nor. P.H. S. & Co. | Sept. 17, at noon. |
| Victoria (B.C.), etc. | Victoria (s). | Nor. P.H. S. & Co. | Sept. 17, at noon. |

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo & Passengers at through rates for CHIOU, TIENTSIN, NEW CHANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Canton*, Captain SELLAR, will be despatched as above on TUESDAY, the 17th INSTANT, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 14, 1895. 1710

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

The Steamship *Kwoyung*, Captain Dawson, will be despatched on WEDNESDAY, the 18th INSTANT.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 14, 1895. 1629

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THE EMPRESS OF INDIA LEFT ACOHAMA FOR VANCOUVER YESTERDAY AFTERNOON.

The P. & O. Company's steamer Japan, from China, arrived at London on the afternoon of the 13th inst.

The M. M. Co.'s s. s. Oceania left Saigon to-day (Saturday), the 14th inst., at 5 a.m., for this port.

PRINCE MAY be a second Morphy, but his opening games in the Hastings Tournament do not show the fire and genius of the dead master.

The Empress of Japan arrived at Shanghai at 8 a.m. to-day, and leaves again at 4.30 p.m. for Hongkong, where she may be expected to arrive about 7 a.m. on Tuesday next.

The O. & O. s. s. Capita, with mails &c., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 12th inst.

The O. S. S. Co.'s s. s. Melanesia left Singapore yesterday morning, and may be expected here on or about the 10th inst.

VESSELS IN THE DOCKS.—At Kowloon: Helene Rickmers, Haitan, Lekin, Cassius. Chongpoo, Chuan, Shao, Po-yang, Ashdown.

On Sunday morning, between 9 and 10.30 o'clock, the steam launch Daypring, carrying the Doherty flag, will call alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

UNDER the heading 'Music in Oxford,' the Musical Times of last August states that only one absolute novelty was produced, namely, a very taking choral piece called 'Words that Wave or Delphi's Steep,' by De Sangster, which received a good round of applause at Queen's College, and was much applauded.

On examination lately it was discovered that over 250 pipes in the Union Church organ had been stuffed up by wasps in the chrysalis stage. Needless to state the wasps were dislodged and noised served upon the parent wasps prohibiting future colonisation of the organ. We did not know before that wasps were musical.

We have received a letter which would no doubt be interesting if it were legible enough to read and if we had leisure to decipher it. As it is a press copy of a letter sent to our morning contemporary, the shareholders of the Douglas S. S. Co., to which the letter evidently refers, will have an opportunity of reading it next week.

A CLEVER capture of smuggled opium was made at Bangkok the other day. Two sailors from the *Phra Chula Chom Klao* were observed to leave the ship at Messrs Markwell's rice mill, and were stopped and searched. The Opium Inspector's efforts were rewarded by finding nine tins of opium cleverly concealed on the men, between their armpits and thighs. The men were arrested and taken to the British Consulate.

The *Dunlop* case was decided by the Acting Justice Judge this morning. The claimant had been sued by a Chinese firm for non-delivery of a quantity of sugar shipped in Java for Hongkong, and valued at \$900. The defendant replied that the sugar was duly brought here, but it was in defective bags, as noticed and recorded at time of shipment, and so most of it leaked and settled into the bottom of the hold, where plaintiff was at liberty to help himself to it. Judgment for defendant with costs.

It would interest the Postal Union (says the *Siam Free Press*) to know of the devices resorted to by some countries in order to drive the proverbial oosh through the clause of the international postal agreement in which it was provided that all union countries should charged a uniform rate of postage. Hongkong and Singapore, on the score of depreciation, have to some extent broken faith by raising their rates of postage, but Siam beats them all hollow by demanding 14 cents for postal cards of the face value of 1 cent.

The *Standard's* Special Correspondent on board H.M.S. *Alexandra* at the Naval Manoeuvres mentions the disablement of the *Hazard* in a manner which recalls the breakdown of the cruiser *Undaunted* shortly after her arrival on the China Station. The Correspondent states that the *Hazard's* engines were permanently disabled, but more likely he meant temporarily. The piston-rods of the low-pressure cylinders of both engines were bent, and the starboard engine had to be fitted with the spare rod on board to enable the *Hazard* to steam from Lough Swilly to Plymouth.

A Singapore paper complains that a member of the Legislative Council has been making a speech of fifty minutes duration, which would take over five columns to report strictly verbatim; and we can safely say that as a rule no speech is worth all that, in these small Eastern communities at the most. It is very certain that only the most exceptional speeches read so well if reported word for word. We have known public orators who have quite shut-up by being reported too accurately. Neither speakers nor readers realise the advantage of having unwordy slabs of solid rhetoric pruned down, a speed intelligibly, and reduced to acceptable dimensions.

SPORT AND ANECDOTE.

BY A REVENUE COLLECTOR.

There is more sport in hunting after contributions to the revenue than one would think, especially in a place like Hongkong. I remember, long ago—dear me, how long it is!—and how time does fly!—it must be a year ago, when China and Japan had just got to war, we had a lot of fun collecting light-dues out of some Chinese ships. First of all there was the *Cass*, which once just before the Hongkong Government published its neutrality proclamation, and the Harbour Master (Captain Ramsay) managed to make a clumsy mess of the thing and let the *Cass* get away without paying. She came through the waters of the Colony several times after, and never paid light dues; but there was a change at the Harbour Office, and the *Cass* went once too often into the lion's mouth. The way of it was this:—

The steamer had been within British waters, I think, five times, and there was a bill against her for \$70 and a few odd cents for light dues. Her run was mostly between Canton and Formosa, carrying 'braves' who were not brave, and arms that they couldn't fight with, even if they had wanted to. Light, that, however, didn't matter to Captain Jensen; all he had to do with it was to run the ship, and it was good business for him as long as he could avoid the Kowloon process, which he did. This time he lay off Kowloon City, within sight of the Chinese 'fort,' secure enough as long as no danger came. But there was danger coming near all the time. The Acting Harbour Master had, like any Britisher, felt nettled at being cheated of his (or rather the Colony's) dues so often by a blabby Dutchman under a Chinese flag, and made up his mind to collect that outstanding bill one way or another. So he went out, with six policemen (being himself also Police Superintendent) and the water-police carpenter, in case of need. Going at daybreak, he caught the *Cass* people napping. Captain Jensen tumbled out, and asked what happy circumstance he was indebted to for the honour of this early call.

'Just called about your little bill, if you don't mind.'

'Bill? What bill?'

'Light dues, seventy dollars and 'steens cents,' or words to that effect.

'Thanks—not taking any this trip—call again next year, please.'

'No, you don't, this time. Here are the dates of your various passages through British waters and copy of the regulations under which you have to pay.'

'But this ship is exempt, as being a transport of the Chinese Government.'

'Yes, then will you please show your commission from the King, or some such authority?'

'No have got.'

'If you are on military service, where are your uniforms?'

'No have got.'

'Did you call on the Commodore, or enquire the Port, or establish your position in any way?'

'No.'

'Oh, well, if must trouble you to pay up.'

'Oh, well, we must, we must. Come into the cabin and sit down for a minute. Make yourself at home. Hang-up your hat and put your feet on the mantel-piece. Have a drink.'

'Thanks, but we must not stay—Christ-mas is coming and there are only four or five years more to this century—is that money coming soon?'

'Don't hurry; let's talk it over amicably.'

'What we want is money, not talk. Pay up and let us be going.'

'Don't rush away, we are just beginning to like you. Talk the thing over a bit; for one thing, we are not in British waters now at all, so you can't claim for this time.'

'Maps and bearings shown; British waters are enough.'

'Well, now, suppose we don't pay?'

'Then here is the assempment to remove your compasses and some of your engine gear so that you can't go away, and we will bring a force and seize the ship.'

'Dear me, how annoying! But I only suggested it in joke.'

'Well, are you going to pay up? The sun is high in the morning sky, I must away, I cannot stay, so shut your gash and produce the cash, and no extra charge for the poetry.'

'Say twenty dollars and call it square.'

'Twenty dollars! 'steens cents.'

'But that is an overcharge; call it fifty and we won't argue.'

'Seventy dollars! 'steens cents.'

'But you know we are being victimised; you might make a bit of a reduction.'

'Not red.'

'Oh, all, well, all right then, if you are so particular—here's the seventy, and never mind the oddoppers.'

'Sorry to say a good ship for 'steens cents—here, Mr. Chips! Turn on your crownbar.'

'No, no! Let the gear alone and we will pay the blank blank bill. While your carpenter oil our engines, please, and take your fifty leave.'

'British Government wins; time, two hours and forty minutes.'

'Another time there was a hunt after the old *Fokien*, which provided good sport. She was sold to Chang Chia Tung for transport service, and got into Hongkong waters again, and was at once boarded by the Harbour Office people with a 'little bill.'

'But we are a troopship, and don't have to pay.'

'Dunno what about no troopships, this is our bill for light-dues and you have to pay.'

REUTER'S TELEGRAMS.

[SUPPLEMENT TO THE 'CHINA MAIL']

LONDON, September 12, 1895.

CHANGE OF AMBASSADORS.

Sir E. C. Lascelles, the present Ambassador at St. Petersburg, succeeds the Right Hon. Sir E. B. Mallet as Minister at Berlin. Sir N. R. O'Connor, the present Ambassador at Peking, replaces Sir E. C. Lascelles at St. Petersburg.

VISIT OF THE GERMAN CHANCELLOR TO RUSSIA.

The Czar of Russia has received the German Chancellor in the most gracious manner and has accorded him a prolonged interview.

RIOT AT BOMBAY.

At Bombay a collision has occurred between the Hindus and Mussulmans. The police killed ten Mussulmans and wounded fifty.

JAPAN AND THE LIAOTUNG PENINSULA.

Japan agrees to accept a reduction in the indemnity. The Liaotung Peninsula will shortly be evacuated.

THE STANDARD OF AUGUST 8 CONTAINS THE FOLLOWING ITEMS WITH REFERENCE TO THE KUCHING MASSACRE:

A telegram was received yesterday morning from the Governor of Hongkong, stating that great indignation prevailed at the brutal murder of eight ladies and two males, and that a public meeting of indignation had been held. Inquiry at the Colonial Office last evening showed that a further telegram had been received in reference to the murders, confirming indignation to hand, but adding that Sir William Robinson, Governor of Hongkong, telegraphed to Mr. Chamberlain on Monday, the Colonial Secretary immediately replied, asking to be kept informed, in response to which Sir William telegraphed this morning:—Eight ladies and two males brutally murdered; great indignation; public meeting. The reason why the Governor of Hongkong, which is a long way from the scene of the outrage, should be keeping the Colonial Secretary informed of the details of the crime, and why he should telegraph to the Colonial Secretary, is probably to be found in the fact that Hongkong is the only bit of British territory in China, that is the residence of Bishop Gordon, who is the head of the Missionary movement in China, and that the place has a very large number of European ladies and gentlemen, and that it is a very important station for the Southern provinces of the Empire. With the occupation of Formosa, as we have shown on former occasions, arises Japan's first opportunity of getting within striking distance of the latter half of China's vast bulk. The war, in fact, has hardly touched the parts touched by the English, and there is consequently an indication on the part of those who, so far from being conquered, have not even seen powder, to follow resolutely the fallen fortunes of those who have been beaten. The knowledge, moreover, that Japan is, for some time to come, to be a great power, and that she is undertaking the formidable task of conquering Southern China, as a means of resistance. We would not be understood to predict a regular revolution which will sweep the Southern from the Northern half of the Chinese Empire. The schism cannot be so easily effected. For the provinces are not sufficiently developed or closely enough organized for concerted political action. But we see nothing improbable in the forecast which tells of disturbances swelling into rebellions that will back off provinces—it may be half an empire—from the hands of the conqueror. The position of the English colonies and of the missions will, in that case, be hazardous, for the earliest object of common hatred on the part of the insurgents or rioters—whichever they may do—will be the European races. It is satisfactory to know that Lord Salisbury is fully alive to his responsibility in the matter, and we have no doubt the firm attitude of England towards the Chinese Government will be limited by other Powers who have subjects looking to them for protection in the Middle Kingdom.

BARON DE BISMARCK'S VISIT TO RUSSIA.

Baron de Bismarck, the German Chancellor, is expected to arrive in St. Petersburg on the 15th inst. He will be accompanied by his wife and daughter. The visit is expected to be a successful one, and will result in a closer alliance between Germany and Russia.

THE KUCHING MASSACRE.

Discussing the Kuching outrage, the *Daily News* (London) of the 9th August says:—The duty of European Governments to missionaries in the East is a delicate question which has been often discussed, and never precisely settled. While the contempt of heroes for the risk of their own lives in parting their hats, and increasing our admiration for them, it may render their adequate protection physically impossible, and retributive justice may result in war. He would be a bold statesman who laid it down as a universal axiom that an assault upon missionary must, in all circumstances, and at all costs, be avenged. But the case of China is peculiar. British missionaries in the Treaty ports are under consular jurisdiction. They can be, and, if necessary, they ought to be, prevented from going beyond the limits of British authority. If that power is not exercised there is an implied engagement on the part of Her Majesty's Government to see that Her Majesty's subjects receive adequate security for life and limb. The East India Company used to confine missionaries within the boundaries closely specified and prescribed. If those boundaries were not observed the blood of the transgressors was upon their own heads. Mr. Stewart, whose courage and devotion cannot be too highly praised, was strictly within his rights. He was not a missionary, but a British official, and his family the Chinese Government must be responsible. Even by Chinese law it is not an offence to preach the Gospel or to circulate the Bible. If missionaries were abandoned to the violence of a Chinese mob it is not merely missionaries who would suffer. No European in China would be safe.

At Hongkong on Wednesday a meeting of all classes in the Colony was held, and the greatest indignation was naturally expressed. The resolutions referred, of course, to the massacre of Kuching, and not to the later outrages at Kaitum, which had then been known, even if they had been actually perpetrated. [This is a mistake on the part of our contemporary. An exaggerated account of the Kuching affair had been published prior to the indignation meeting.—Ed., C.M.]

By agreement with the Chinese Government, the inhabitants of Hongkong in thinking that retributive justice is quite insufficient for so gross and scandalous an offence against common humanity and public law. If the alleged commission of the Chinese Government could be proved it is to the last day of their lives. But we must confess that we see no ground for charge of 'apathy and indifference' brought by the meeting against the Ministers of the Crown. As soon as Lord Salisbury heard of the murders he instructed Sir E. C. O'Connor to demand the capital punishment of the murderers, the provision of a military escort for the British Consul while he held an independent inquiry at Fochow, and the issue of preperatory orders to protect British missionaries in the future.

Some would do not see what more Lord Salisbury could have done. But he will have to do more now, if it be true that these demands, to which the Tsungli-Yamen assented, have been immediately followed by the fresh acts of violence at Kaitum. Such open defiance is to be endured, and China is to be taught that the source of civilization are more than equal to enforcing obedience. Great Britain is, we need hardly say, not the only country concerned. Citizens of the United States have been assailed as well as subjects of the Queen, and the President knows as well as the Emperor that the maintenance of order during the interval is an object not more Asiatic than European.

THE KUCHING MASSACRE.

THE DUTY OF WESTERN NATIONS.

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LATE TELEGRAMS.

(From Telegrams.)

THE 'TIMES' ON THE SILVER QUESTION. London, Aug. 13.—An editorial in the *Times* this morning, commencing on 'Secretary of the Navy Whitney's remarks on the silver question,' expresses the hope that Mr. Whitney's aspiration for an international agreement to rehabilitate silver will not be fulfilled.

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THE DUTY OF WESTERN NATIONS.

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however, exercise in getting out and weighing state and nation—opinions in which the praise for *India* must be given to the *Empress of India*, though the *Revolution* ran her very close. After this officers were free to spend the remaining hours of their last day here either in car drives to Glenariff, the most charming resort for tourists in the South of Ireland, or in boating excursions to the picturesque woodlands of Glenties, with the regret of the inhabitants, who profit by the summer presence here, all ships of Admiral Lord Walter Kerr's command will weigh anchor to-morrow at half-past one, and steam out of Berhaven for an unknown rendezvous.—*Daily News* (London).

ONLY FOUR TO MAN THE PUMPS.
Dear, dear! When you came to think of it how closely related things are; how one thing brings up another. Ideas are like a lot of beads on a string.

A letter I have just been reading makes me remember what happened to me one winter about twenty years ago. The story is too long now, though, so I'll merely give you the tail end of it. I was in London, I think, in the year 1894, or thereabouts. A tremendous gale, lasting five days, wrecked us. Forty-eight hours after it ceased there were four men and no more left on the ship. The crew were all picked up, but the rest of the ship's company (save us four) went away in the league boat with the first and last of the crew. The ship was in danger of sinking at the rate of six inches an hour. We worked with all our might the four of us. We could pump that out in forty minutes, but we must do it every hour. It was awful work. For two or three days we pumped away like that, but then we stopped, took the quart-batch, and shoved off. The sea was quite—no wind. While we lay to within a mile of her the ship threw up her nose and sank. We were picked up by the next day, in a Danish boat.

Now the odd thing is that the letter which reminded me of that experience has nothing whatever to say about ships. Please help me to find out the association.

The lady who writes the letter says that in July, 1881, she got a bad trigint. Exactly what it was she doesn't tell. I wish she did. Anyway it so upset her that she didn't get over the effects of it for nine years. After that her appetite fell off; she lost all real relish for food, and what she did eat only made trouble instead of nourishing her. It gave her pain in the pit of the stomach and (curiously enough) between the shoulders. She says her eyes and skin presently turned yellow as a buttercup. Her face and abdomen swelled, and her feet the same, the lat-

her so much so that she was obliged to leave her shoes made larger.

"I was up at night," she says, "and I was so much pained I had to be propped up with pillows. For weeks together I could not lie down at night. I had a dry, hollow cough, and had night sweats. Then diarrhoea set in, and I was obliged to be carried."

"A dreadful agony for forty or fifty hours at a time. Then I would have a child as bulky as a bucket of cold water were poured down my back. I got so low I could no longer sew, knit, or do any kind of work. I took after my children. My sister had to come and nurse me."

"I expressly said I was in a decline and must die. What I suffered for eight years tongue cannot tell. The doctor could do nothing for me. He said my complaint was complicated. I was taken to the St. Mary's Hospital, an outdoor patient to the Shrovetree Infirmary, but only got transient relief."

The writer is in good health now, but why did her case remind me of the shipwreck? Let me tell you. The association is a very natural one. Just see. The shipwrecked sailors four men hadn't the strength to pump out the water as fast as it came in. Twenty men might have done it better. It is the last straw that breaks the camel's back; the last unheeded note that men heed not.

These bodies of ours carry the seeds of disease with them all the time—chiefly the poisons created by imperfect digestion, made worse by careless habits. But as long as nothing extraordinary happens, the poisons are swept out by a half-and-half sort of fashion. Yet we do not in our blood the stuff that any of us've got disease is made of, only waiting for something to set it off. While the liver, kidneys, lungs and bowels are in good order, the poisons are swept out, and you don't know it. Oh, yes, I'm tolerably well, thank you! Little pains and

unpleasant symptoms bother us now and then, but we don't fancy they mean anything.

And by smothering hiccups. A cold, too hearty a meal, a night of dissipation, an addiction through dread or loss of property, a fright, as in Mrs. Bruce's case, &c. Over a good. The cure is straw, cracked ones. One loose spark has been quenched, and the patient is left free to begin to save the ship. The kidneys, liver, stomach, and stomach strike work, and we must have help right away or perish. All of which means the explosion of latent indigestion and dyspepsia points in the blood.

Here! isn't it plain why I thought of the ship? Now for the conclusion of the lady's story. She says: "In 1899 I first heard of Dr. Williams' Pink Pills for Pale People. My husband made me feel better, and by keeping on taking them I was soon strong and well as ever. (Signed) Mrs. Ann Duane, The Park, Worcester, near Shrewsbury, February 22nd, 1898."

If there were only a way to save sinking ships as certain and trustworthy as Mother Seigel's medicine is in the case of sinking human bodies, what a blessing it would be to poor sailors.

DEAFNESS.—An essay describing a really genuine Cure for Deafness, Singing in Ears, and other troubles connected with the hearing, will be sent post free. Artificial Ear-drums and similar appliances entirely superseded. Address Titmouse Kewee, Victoria Chambers, 10, Southampton Buildings, Holborn, London.

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Intimations.

Intimations

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FOR CHEFOO AND TIENTSIN.

The Steamship
Peking,
Capt. LEHMANN, will be
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Ports on THURSDAY, the 19th Inst., at
5 p.m.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, September 12, 1895. 1693

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON, VIA PORTS OF CALL

 The Co.'s Steamship
Oolong,
R. CONRAD, Commander
will be despatched *at*
above on or about the 20th September
instead of as previously notified.

For Freight or Passage, apply to
ROILIDAY, WISE & Co.,
Agents,
Hongkong, August 29, 1895. 1682

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FOR SAN FRANCISCO.
The 100 A.T. British Ship
Lyndra,
MARTIN, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, May 29, 1895. 1010

FOR NEW YORK.
The 3/3 L.L.I. American Ship
P. W. Bichard
BLANCHARD, Master, is now
loading for the above Port, and
will have quick despatch.
For Freight, apply to
ARNOLD, KARBERG & Co.
Hongkong, Sept. 5, 1895. 1399

For the above Port, and will
have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, August 10, 1895. 1472

FOR NEW YORK.

The 3/3 A.I.I. American Ship
Sam Skotfield,
Captain GEO. L. SKOTFIELD,
shortly expected from Shanghai,
will load here for the above Port, and will

have quick despatch.
For Freight, apply to
SIEMSSSEN & Co.
Hongkong, August 14, 1895. 1606

FOR BALTIMORE.
The 3/4 A.I.I. Amr. Barque
Fred. P. Li chfield,
C. B. CHADBOURN, Master, will
load here for the above Port,
and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, August 3, 1895. 1428

FOR NEW YORK.
The 3/3 L. I. American Ship
Wandering Jew,
Captain NICHOLS, shortly expected in ballast, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSEN & Co.
Hongkong, September 6. 1856. 1650

FOR NEW YORK.
The \dagger 100 A. J. British-Bargus
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Captain R. SIEMSEN, shortly
expected, will load here for the
above Port, and will have quick despatch.
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Hongkong, September 6, 1895. 1891

To Let.

TO LET.

5-ROOMED BUNGALOW 'RHEDA,
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 OFFICES—
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MENT & AGENCY Co., Ltd.
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 Hongkong, August 28, 1895. 251

TO LET.
From 1st July.

N O. 5, WEST TERRACE.
 Apply to
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 13, Praya Central.
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RESIDENTS in the Colony would
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THIS Commodious and Well-appointed
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 Hongkong, April 10, 1895. 69

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10,000 Horse power—Speed 19 knots.
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THE PACIFIC TO THE ATLANTIC
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through which the Line passes.
MAIN HOTELS of this route are owned and
Menus and Cuisine are unexcelled.
Fares, Rates of Passage, etc., apply to
D. E. BROWN, General Agent.
PEDDER STREET. 1636

| SEPTEMBER 14, 1895. | | |
|---------------------|------------|------------------------------|
| Price | Part up | Closing Quotations, Cash. |
| 125 | all | 183 % prem., sellers |
| 5 | — | nom. |
| 8½ | — | nom. |
| 1½ | — | nom. |
| 19½ | 3.10 | 35½ |

| | | | |
|-------|-----|-----|----------------|
| 2.0 | \$ | 50 | \$180, rollers |
| 83.33 | \$ | 25 | \$77, buyers |
| 1.0 | \$ | 50 | 1a 205, buyers |
| 100 | \$ | 20 | \$22, sales |
| 250 | \$ | 2 | \$180, sales |
| 100 | \$ | 6 | \$1C, buyers |
| 100 | \$ | 20 | \$85, buyers |
| 250 | \$ | 50 | \$235, sales |
| 125 | all | 121 | % prim. |
| 5 | all | 892 | sales |

| | | |
|-----|-------|-------------------------|
| 50 | all | \$27, buyers |
| 20 | all | \$81, buyers |
| 20 | all | \$351, sales and buyers |
| 10 | all | \$47, sellers |
| 10 | £ 1 | } £18, sellers |
| 10 | £ 1 | |
| 100 | all | \$101, buyers |
| 100 | all | \$51, buyers |
| 50 | all | \$47, buyers |
| 100 | £ 373 | \$373, buyers |

| | | |
|-----|-------|------------------------|
| 100 | \$ 5 | \$60, sales |
| 50 | \$ 30 | \$13 |
| 10 | all | \$9, sales and sellers |
| 50 | \$ 40 | \$18 |
| 100 | all | \$9 |
| 5 | all | \$3.15, buyers |
| 49 | 34 | \$3, sellers |

| | | |
|----------|--------|-------------------------|
| Feb. 500 | all | \$120, sellers |
| 3 | all | \$4 |
| 1 | 13/10 | \$4, sales and sellers |
| Feb. 500 | all | nom. |
| 100 | \$.55 | nom. |
| 50 | all | \$3, sellers |
| 50 | all | \$7, buyers |
| 10 | all | \$101, sales and buyers |

| | | |
|-----|---------|--------------------------|
| 10 | all | \$10, sales and buyers |
| 10 | all | \$1 |
| 10 | all | \$10 |
| 10 | \$ | 8 \$8, sales and sellers |
| 50 | all | \$12, buyers |
| 50 | \$12.50 | \$7, sellers |
| 121 | | nom. |
| 15 | 15- | \$10 |
| 10 | all | \$2, buyers |
| 25 | \$ | 25 \$21, sales |
| 50 | all | \$25 |

| | | |
|----------|---------|-----------------------|
| 100 | all | \$39 |
| 10 | all | \$8, sales and buyers |
| 20 | all | \$91, buyers |
| 50 | all | \$140, sales |
| Fla. 100 | Fla. 25 | Fla. 25 |
| Fla. 100 | Fla. 25 | Fla. 25 |

| Int. | Interest | Quotation |
|------|--------------|-----------|
| 7 | 10 1/2 | 10 1/2 |
| | A. G. STOKES | STOKES |

10-10-68